



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

February 27, 2023
Subject: Slope Stabilization
State WIN: 024899.00
Location: **Fort Kent & Frenchville**
Amendment No. 1

Dear Sir/Ms.:

The following questions have been received:

Question: Please confirm removal of tree can be left flush with ground and chipped on site and left in place.

Response: Yes, clearing shall be left flush with the ground and may be chipped on site. The chipped material shall be used on site with direction from the Resident.

Question: Confirm method of removal on existing sheets piles.

- a. Cut flush with ground
- b. Leave as existing and work around

Response: This will be a decision made in the field by the Contractor and the Resident. If the piles/rails are to be cut, the cutoff piece shall become the property of the Contractor and shall be properly disposed of. All work associated with existing sheet piles/rails shall be considered incidental to Contract.

Question: During Pre-Bid/Field visit, the term flooding the tracks was used. Can you please describe this process in detail for estimating purposes.

Response: Flooding the track means placing ballast right up to the top of the rail enabling rubber tired wheels or tracked vehicles to travel over the tracks and not damage the track structure. The means and methods of construction are the responsibility of the contractor. If the contractor determines that flooding of the tracks is required to facilitate their construction operations, there will be no payment by MaineDOT for flooding of the tracks nor for creating access for the contractor to perform work. The contractor shall ensure safe train passage at all times.

Question: Disposal of items per contract

- a. Coal ash – estimates CY for disposal – Landfill cost allowance.
- b. Railroad ties to be disposed – LANDFILL cost allowance. Do we have a quantity to use for Bidding?

Response:

- a. See General Note, page 43 of Bid Book for coal ash notes.
- b. We do not have an estimated quantity of railroad tie disposal. If there is any tie removal, the Railroad shall be responsibility for removal and disposal.

Question: Unclassified excavation

- a. No pay item in schedule
- b. During site inspection on 2-23-2023, it was stated that that unclassified excavation is limited and would not need to be removed from site. What about Dredge Special Provision of Dredge Materials that are not able to re-use? We assume there would be excavation to get bottom of rock in the water?

Response: Excavation is considered incidental under the rip rap items as noted in Note No 7 on Sheet 2. The project will require excavation of select Dredge Material from the St John River. There is on site Beneficial Use for all Dredge Material at these locations.

Question: IF Re-alignment of tracks is required who is responsible for this cost and work?

Response: The means and methods of construction are the responsibility of the contractor. If the contractor determines that realignment of the tracks is required to facilitate their construction operations, there will be no payment by MaineDOT for this work. The contractor will be responsible for coordinating realignment of the tracks with the railroad.

Question: Typical Culvert Section detail.

- a. Relay existing rail and 12” of railroad ballast. (by railroad). Will the contractor be responsible for any of this work beyond the placement of the 6” of Subballast as per detail.
- b. Who is responsible for removal of the Rails and the existing Ballast stone in the Typical culvert section prior to replacement of culvert?

Response: Track structure is defined as rails, ties and otm (other track material)

- a. The Contractor shall be responsible for all excavation and backfilling of the culvert below the ties and including the ballast between the ties. The Railroad shall be responsible for removing the track structure. The Contractor shall place the subballast. The Contractor shall place the ballast after the track is replaced. The Railroad shall be responsible for surfacing meaning jacking and tamping the track after the Contractor has placed the ballast.
- b. The Railroad shall be responsible for the removal of track structure. The Contractor shall be responsible for removal of the existing Ballast stone prior to the replacement of the culvert.

Consider these changes and information prior to submitting your bid on **March 8, 2023**.

Sincerely,



George M. A. Macdougall P.E.
Contracts & Specifications Engineer